

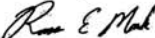
Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tb/stoneburner



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Carole Collins
321 South Clark Lane
Elizabeth, Illinois 61028

Dear Ms. Collins:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Along with the No-Action Alternative, the Freeway and Expressway Alternates were analyzed for potential air quality impacts. The results of the air quality modeling for the Preferred Alternate show an insignificant change in air quality over the No-Action Alternate. Additionally, pollutant levels are still well below National Ambient Air Quality Standards. Since the air quality modeling indicates that there will be no significant air quality impacts, no mitigation measures are warranted to control vehicle emissions. This information is covered in the technical reports prepared for the project. These are available for review at the IDOT District 2 Office, 819 Depot Avenue, Dixon, Illinois.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Truck travel in the study area is expected to continue to grow. Associated noise and air pollution can be expected to grow accordingly with these normal increases, however significant increases due to the construction of proposed U.S. Route 20 is highly unlikely.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

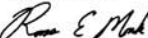
The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tb/collins



Illinois Department of Transportation

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Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Constance White
221 South Clark Lane
Elizabeth, Illinois 61028

Dear Ms. White:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

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Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/white



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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Larry Huttenlocher
2470 South Fahrion Road
Elizabeth, Illinois 61028

Dear Mr. Huttenlocher:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your suggestion regarding the area near Woodbine. However, due to overall system benefit and design criteria, the suggestion has not been implemented.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/tbg/huttenlocher



Illinois Department of Transportation

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Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviss and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Michael Stancato
1 Heatherdowns
Galena, Illinois 61036

Dear Mr. Stancato:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

You expressed concern about deer and other wildlife having to cross either the new or the old US 20 in the Tapley Woods area. Animal hits account for a large number of accidents along existing US 20. The limited sight distances that currently exist restrict driver's reaction time. With the high volume of traffic on US 20, defensive maneuvers to avoid hitting an animal can contribute to vehicles leaving the roadway. Even though the proposed freeway has an increased speed limit, its greater open expanse, wider pavement, and lack of opposing traffic on adjacent lanes will give the individual motorist greater time to react and opportunity to maneuver once an animal enters the roadway.

In addition, innovative designs will be incorporated to greatly reduce barriers to wildlife movement. Four culverts in the Tapley woods area will be widened to allow wildlife movement along stream corridors. Additional culverts, not associated with drainage, will be added in fill areas near Tapley Woods. These will pass completely below the freeway, have high fencing to funnel wildlife in, and provide ambient light, a critical factor for usage of wildlife underpasses.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Page 3
US 20 Glacier Shadow Pass Study

The U.S. 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviss and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development
St/US 20 freeport galena/tbg/stancato

Page 2
US 20 Glacier Shadow Pass Study

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

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Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviss County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.



Illinois Department of Transportation

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JoDaviss and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Jack Zane
325 Winnebago
Galena, Illinois 61036

Dear Mr. Zane:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you expressed a concern about the long response time to emergency calls on the proposed Galena By-Pass. EMS will be contacted in the Phase II portion of the Galena By-Pass project to further discuss emergency access issues.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 full input/zane



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Bruce Hoff
3223 Headquarters Road
Elizabeth, Illinois 61028

Dear Mr. Hoff:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/hoff

Page 2
US 20 Glacier Shadow Pass Study

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Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/asp



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Charles Asp
4 Porter Horn Gap
Galena, Illinois 61036

Dear Mr. Asp:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 (US 20) from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

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August 20, 2003

Ms. Ann Holingworth
300 Park Avenue
Galena, Illinois 61036

Dear Ms. Holingworth:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/holingworth



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Jim Schlichting
415 West Columbia Avenue
Stockton, Illinois 61085

Dear Mr. Schlichting:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

SI/US20 Freeport Galena/tbg/schlichting

Page 2
US 20 Glacier Shadow Pass Study

IDOT is currently conducting a feasibility study regarding the location of an interchange near the entrance to the Galena Territory. The presently proposed interchange is located near Devil's Ladder Road. We will provide you with a detailed explanation of our findings when the study is completed.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

SI/US 20 freeport galena/tbg/boho



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. James Boho
1644 South Blackjack Road
Galena, Illinois 61036

Dear Mr. Boho:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

In your comments you expressed a concern that any lighting that might be needed on this project should not interfere with viewing the night skies. An analysis of roadway lighting indicates that full interchange lighting is not warranted at any interchange location. Only partial lighting at the ramp terminals and gore areas will be installed at each location. Lighting for mainline and sideroad bridges would also be proposed. The District has recently avoided using the 80-150 foot high mast arm towers. Therefore, the partial lighting would consist of the 40 foot (+/-) pole lighting that has been found to be more economical and easier to maintain. Full-cutoff lights are a possible solution to avoid spillover of light onto adjacent areas because they are designed to direct light only to the locations where it is needed, thus minimizing light pollution. The Department of Transportation will commit to using a type of lighting that will minimize light pollution and uplighting along this project.



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Tag Chapman
5495 Route 20 West
Galena, Illinois 61036

Dear Mr. Chapman:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you stated a concern that the proposed construction would deny you access to your property. We acknowledge that your existing access will be closed. The Department of Transportation proposes to analyze various options to provide access to your property from Devil's Ladder Road. Our office will contact you regarding the status of your concern.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

SI/US 20 freeport galena/full input/chapman



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. William Barrick
2862 South Irish Hollow Road
Hanover, Illinois 61041

Dear Mr. Barrick:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 (US 20) from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Nationwide arterial truck traffic has followed this trend upward, and U.S. Route 20 within the study limits is no exception. Vehicle emissions and traffic generated noise associated with interstate commerce are unlikely to significantly increase due solely to the construction of proposed U.S. Route 20.

This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.

Page 2
US 20 Glacier Shadow Pass Study

Most of the existing trucks that travel U.S. Route 20 are unable to maintain their speed up the many steep grades. This may cause motorists to attempt to pass in areas where it is unsafe. The size of the trucks, campers, and vehicles pulling trailers makes it difficult for vehicles following them to see upcoming curves, hills, intersections, and oncoming traffic. A new freeway, with its relatively flat grades and elimination of conflict points, will provide the safest mode of travel for all vehicles.

The proposed project alone will not induce industrial development in the project area. There are many factors that businesses consider when choosing a location for a move or expansion. Some of these factors are related to the transportation system but others are related to local economic, infrastructure, and political conditions. For example, some specific industries might find the project area attractive because of the proximity to raw materials and markets. The proposed project could be a factor in siting decisions such that a redistribution of development within the project area could occur. Currently, however, U.S. Route 20 is not a major truck route, and it is unlikely to attract significant warehousing facilities or other major truck traffic generators.

Your comment about the effect of the North American Free Trade Agreement on US 20 will be addressed after the Department has gathered and thoroughly analyzed all the pertinent information related to this issue. At the present time we are consulting with our Chief Counsel's office. We will provide you with a detailed explanation of our findings.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/bg/barrick



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JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Esther Lieberman
1515 Hoppy Road
Elizabeth, Illinois 61028

Dear Ms. Lieberman:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternatives evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be

Page 2
US 20 Glacier Shadow Pass Study

constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/bg/lieberman



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Mel Gratton
7914 US Highway 20
Galena, Illinois 61036

Dear Mr. Gratton:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

IDOT is currently conducting a feasibility study regarding the location of an interchange near the entrance to the Galena Territory. The presently proposed interchange is located near Devil's Ladder Road. We will provide you with a detailed explanation of our findings when the study is completed.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 glacier shadow study pass/tbg/gratton/mel



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Ed DuPlessis
153 North Rocky Hill Road
Galena, Illinois 61036

Dear Mr. DuPlessis:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/tbg/duPlessis

Page 2
US 20 Glacier Shadow Pass Study

In a separate letter to the Department, dated July 8, 2003, you mentioned four issues that are of a concern to you. The first and second issues question the choice of Alternate 2 as the preferred choice. The third issue dealt with emission/air quality issues. The fourth was a concern for visual impacts on natural resources. Our responses to these comments are provided below.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternates generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternates would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Ms. Bonnie Garrity
16 Hawthorne Lane
Galena, Illinois 61036

Dear Ms. Garrity:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

Your statement in the Public Comment record on June 26, 2003 mentioned interchange growth. IDOT has strict policies for access along highways immediately adjacent to interchanges. In this specific case, access to existing US Route 20 will not be allowed within 600 to 700 feet of the interchange ramps. Additional controls will be placed along the first access roads on each side of the interchange. However, IDOT does not indicate such restrictions to be appropriate. IDOT also does not use access control requirements as a means to control local land use. Regulating urban growth at interchanges and intersections is under the jurisdiction of the county and/or municipality through zoning ordinances.

In your comments you expressed a concern that any lighting that might be needed on this project should not interfere with viewing the night skies. An analysis of roadway lighting indicates that full interchange lighting is not warranted at any interchange location. Only partial lighting at the ramp terminals and gore areas will be installed at each location. Lighting for mainline and sideroad bridges would also be proposed. The District has recently avoided using the 80-150 foot high mast arm towers. Therefore, the partial lighting would consist of the 40 foot (+/-) pole lighting that has been found to be more economical and easier to maintain. Full-cutoff lights are a possible solution to avoid spillover of light onto adjacent areas because they are designed to direct light only to the locations where it is needed, thus minimizing light pollution. The Department of Transportation will commit to using a type of lighting that will minimize light pollution and uplighting along this project.

Along with the No-Action Alternative, the Freeway and Expressway Alternates were analyzed for potential air quality impacts. The results of the air quality modeling for the Preferred Alternate show an insignificant change in air quality over the No-Action Alternate. Additionally, pollutant levels are still well below National Ambient Air Quality Standards. Since the air quality modeling indicates that there will be no significant air quality impacts, no mitigation measures are warranted to control vehicle emissions. This information is covered in the technical reports prepared for the project. These are available for review at the IDOT District 2 Office, 819 Depot Avenue, Dixon, Illinois.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

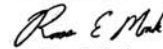
The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

The U.S. 20 Advisory Council, made up of five Work Groups comprised of local citizens and officials, also recommended that the Department provide special signage along the Preferred Alternate for tourism features, design aesthetically pleasing highway features such as retaining walls and bridges, and plant trees and vegetation to enhance views. The Preferred Alternate also reinforces both the JoDaviess and Stephenson County land-use plans by avoiding ridgetop construction to a large degree.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/tbg/garity

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

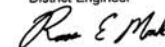
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Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/tbg/saltenberger



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Trudy Saltenberger
7 Sugar Creek
Galena, Illinois 61036

Dear Ms. Saltenberger:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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The expressway alternates generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternates would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

Along with the No-Action Alternative, the Freeway and Expressway Alternates were analyzed for potential air quality impacts. The results of the air quality modeling for the Preferred Alternate show an insignificant change in air quality over the No-Action Alternate. Additionally, pollutant levels are still well below National Ambient Air Quality Standards. Since the air quality modeling indicates that there will be no significant air quality impacts, no mitigation measures are warranted to control vehicle emissions. This information is covered in the technical reports prepared for the project. These are available for review at the IDOT District 2 Office, 819 Depot Avenue, Dixon, Illinois.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
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3. best facilitates the travel and market access needs of the local communities;
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5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

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Division of Highways / District 2
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PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Trudy Saltenberger
7 Sugar Creek
Galena, Illinois 61036

Dear Ms. Saltenberger:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The expressway alternates generally follow the existing U.S. Route 20 alignment but incorporate bypasses around towns along the route. Expressways have partial access control and employ the use of at-grade intersections. The freeway alternates would extend from IL Route 84, north of Galena, to Business U.S. Route 20 near Bolton Road, northwest of Freeport. Freeways are divided highway facilities and use interchanges to fully limit access control.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/tbg/jamity

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate. This selection includes the proposed locations of interchanges.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

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Engineer of Program Development

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